

Nanaimo Parking Review + Bylaw Update

Governance + Priorities Committee Meeting

July 14 2025

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Overview

Why the Parking Review + Bylaw Update?

- Better align parking practices with current City priorities
- Reflect recent change in provincial parking regulations
- Identify options for parking to achieve other objectives

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Why the Parking Review + Bylaw Update?

- Better align parking practices with current City priorities
- Reflect recent change in parking regulations
- Identify options for parking to achieve other objectives

Key Regulatory Documents:

- Off-Street Parking Regulations Bylaw
- Traffic + Highways Regulation Bylaw
- Crossing Control Bylaw

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Overview, cont.

Project Process



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Community Engagement

March / April 2025



Project
Webpage



Interest Holder
Conversations



Community
Survey

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Community Engagement

Key take-aways...

- Vehicle ownership is lower in the downtown and surrounding area
- Parking is expensive to construct, impact on development costs
- Community support for prioritizing active transportation and public transit

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Guiding Principles



Policy Alignment



Complete Mobility



Aspirational /
Forward Looking






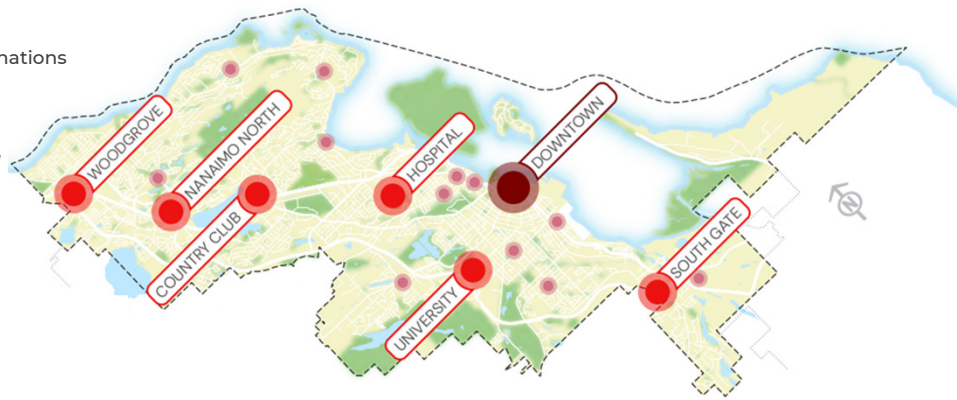
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Preliminary Directions

Adjust requirements in Primary + Secondary Urban Centres
to support desired land use and transportation options

City Plan
Future Land Use Designations

-  Primary Urban Centre
-  Secondary Urban Centre
-  Neighbourhood Centre



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Preliminary Directions

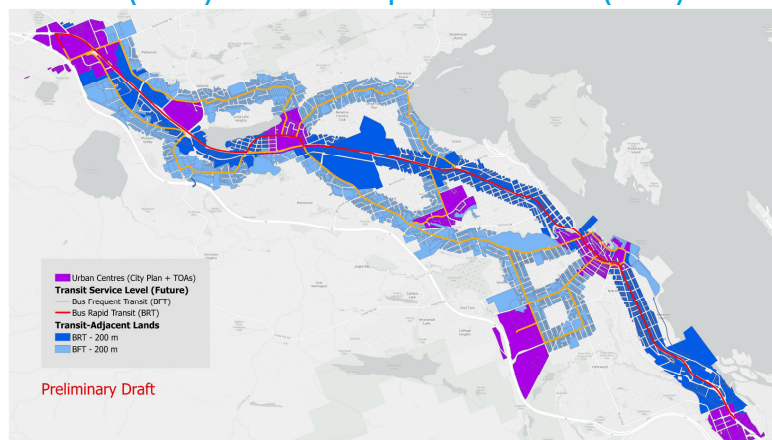
Adjust requirements in Primary + Secondary Urban Centres to support desired land use and transportation options

- Remove minimum parking supply requirements to allow for reduced parking supply (VPS-1)
- Establish maximum parking supply requirements to prevent over-supply (VPS-2)
- Eliminate cash in-lieu of parking policy, seek contribution through regulations (CIL-1)

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Preliminary Directions

Support increased transit ridership in Transit-Adjacent Lands nearby Bus Rapid Transit (BRT) + Bus Frequent Transit (BFT) corridors



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Preliminary Directions

Support increased transit ridership in Transit-Adjacent Lands nearby Bus Rapid Transit (BRT) + Bus Frequent Transit (BFT) corridors

- Reduce minimum parking supply requirements for residential uses near transit to reflect transit availability (VPS-3)
- Increase transit supportive transportation demand management (TDM) requirements to encourage ridership (TDM-1)

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Preliminary Directions

Introduce new and/or increased requirements for sustainable transportation facilities to support the City's mobility objectives

- Increased bike parking requirements in Urban Centres (BP-1)
- Enhanced bike parking design requirements (BP-3), new requirements for cycling end-of-trip facilities (BP-4)
- New requirements for TDM in Urban Centres + Transit-Adjacent Lands (TDM-1)
- In other areas, allowance for reduced parking supply where TDM measures are provided (TDM-2)

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Preliminary Directions

Adjust regulations to continue to support unique parking needs inline with City objectives

- Improve accessible parking design requirements (AP-2), maintain appropriate accessible parking provision (AP-1)
- Introduce requirements for small loading / delivery spaces to support meal delivery, e-commerce, etc (OSL-2)
- Introduce requirements for mobility scooter parking for select land uses (AP-3)
- Updates to other, general parking supply requirements (VPS-4)

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Preliminary Directions

Focus curbside management in areas where changes to off-street parking regulations may impact curbside functions

- Formalize a curbside management framework to support decision-making (CM-1)
- Identify strategies to monitor curb conditions and pro-actively pursue change (CM-2)

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Closing

Seeking confirmation from GPC to advance preliminary directions

Additional detail forthcoming once preliminary directions confirmed

Subsequent presentation to GPC anticipated Fall 2025

Updates made as proposed bylaw amendments

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Thank you!

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